



**SLOVENSKI STANDARD**  
**oSIST prEN 4726:2026**  
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**Aeronavtika - Estetska prevzemna merila za opremo kabine**

Aerospace series - Aesthetical acceptance parameters for cabin equipment

Luft- und Raumfahrt - Ästhetische Abnahmeparameter für Kabinenausrüstung

Série aérospatiale - Paramètres esthétiques d'acceptation des équipements de cabine

**Ta slovenski standard je istoveten z: prEN 4726**

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**ICS:**

49.095

Oprema za potnike in  
oprema kabin

Passenger and cabin  
equipment

**oSIST prEN 4726:2026**

**en,fr,de**

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EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**DRAFT**  
**prEN 4726**

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Will supersede EN 4726:2018+AC:2019

English Version

## Aerospace series - Aesthetical acceptance parameters for cabin equipment

Série aérospatiale - Paramètres esthétiques  
d'acceptation des équipements de cabine

Luft- und Raumfahrt - Ästhetische Abnahmeparameter  
für Kabinenausrüstung

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**prEN 4726:2026 (E)****European foreword**

This document (prEN 4726:2026) has been prepared by ASD-STAN.

After enquiries and votes carried out in accordance with the rules of this Association, this document has received the approval of the National Associations and the Official Services of the member countries of ASD-STAN, prior to its presentation to CEN.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 4726:2018+AC:2019.

This document includes the following significant technical changes with respect to EN 4726:2018+AC:2019:

- new title;
- addition on light conditions for inspections outside and inside of the aircraft;
- new assessment parameters/methodology for waviness (not only upholstery, fabrics or textiles);
- addition of requirements on stitching;
- addition of requirements on metals;
- new assessment parameters/methodology for foreign object debris and fuzz;
- new acceptance criteria for assembled parts: symmetry of multiple objects, shapes, elements (or the misalignment of gaps, steps, parallelism);
- addition of bubbles, air pockets as example of cosmetic defects in Table 1;
- updated inspection template to ascertain defect sizes.

## Introduction

In this document, the following verbal forms are used:

- “shall” indicates a requirement;
- “should” indicates a recommendation;
- “may” indicates a permission;
- “can” indicates a possibility or a capability.

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## prEN 4726:2026 (E)

### 1 Scope

This document specifies the inspection rules and the cosmetic acceptance criteria for surfaces of aircraft cabin equipment. Surfaces are considered under the aspects of technical feasibility of the industrial design.

This document outlines the framework between customers, suppliers or manufacturers and OEMs with regard to cosmetic issues.

This document aims to:

- a) provide the supplier or manufacturer with quality criteria to be met during the production-, testing- and quality-inspection-process;
- b) guide customer, OEM and supplier or manufacturer quality assurance with a description of cosmetic standards for the following inspections:
  - supplier or manufacturer internal QA inspection;
  - first article inspection;
  - source inspection;
  - incoming inspection;
  - final assembly line, cabin inspection;
  - customer presentation.

### 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 12464-1, *Light and lighting — Lighting of work places — Part 1: Indoor work places*

EN ISO 2813, *Paints and varnishes — Determination of gloss value at 20°, 60° and 85° (ISO 2813)*

### 3 Terms, definitions and abbreviations

#### 3.1 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp/>
- IEC Electropedia: available at <https://www.electropedia.org/>

### 3.2 Abbreviations

For the purposes of this document, the following abbreviations apply.

3D	three dimensional
BFE	buyer furnished equipment (from OEM perspective)
CAS	cabin attendant seat
CDR	critical design review
CIE	International Commission on Illumination
DPI	dots per inch
DSM	decorative sheet material
e.g.	for example
etc.	and so on
FAI	first article inspection
FAL	final assembly line (OEM)
FFF	fit, form and function
FOD	foreign object debris
HTPT	hydro transfer printing technology
i.e.	that is to say
ICS	industrial design colour specification (OEM)
incl.	including
LED	light emitting diode
LHS	left hand side
NTF	non-textile floor
OEM	original equipment manufacturer
PTS	purchaser technical specification
PVF	polyvinyl fluoride film
RFC	request for change
RHS	right hand side
QC	quality control
SCN	specific change note
SFE	seller furnished equipment (from OEM perspective)
SSBFE	seller supplied BFE
SU	standard unit
UV	ultraviolet

## 4 Definitions of cosmetic defects, inspection zones and criteria

### 4.1 Simplified definition of a cosmetic defect

Cosmetic defects are deviations from the standard or customized specifications/definitions. They are distinct from a certain distance without additional illumination and/or mirror and according to the definitions thereof within this document. Cosmetic defects do not affect fit-form-function as a rule, however in certain extreme cases this might actually be the case e.g. if paint build up impedes fitting. The defects listed encompass any process relevant material.

Seller furnished equipment (SFE) or similar status: The supplier or manufacturer shall not to approach the customer concerning cosmetic issues or definition changes.

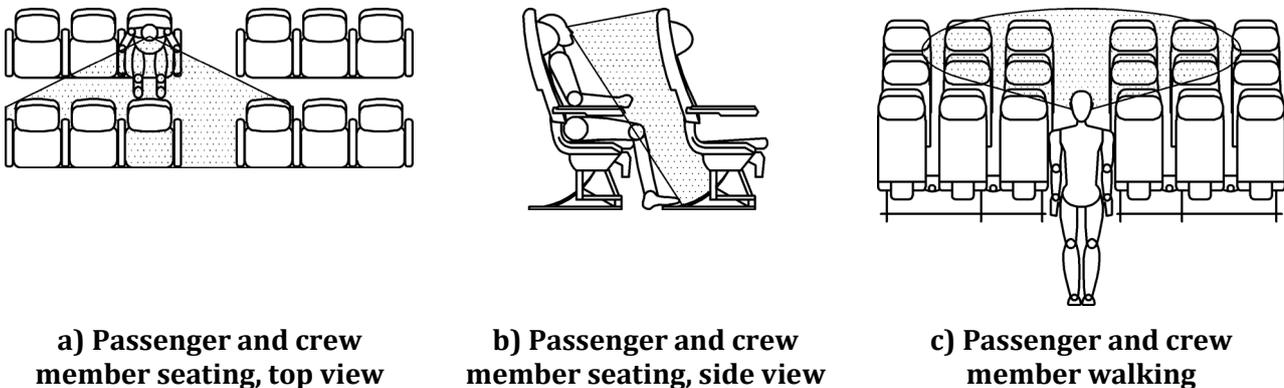
Buyer furnished equipment (BFE)/seller supplied BFE (SSBFE) or similar status: Pickups or points of contention raised by OEM which are disputed between both parties (OEM and supplier or manufacturer) shall be submitted to the customer to make the definitive and binding decision for all parties. Any decision shall be documented by the supplier or manufacturer and accompany each individual unit in a conspicuous legible way without causing damage to the part/parts in question. All parties shall adhere to the customer decision until as such times another supersedes it.

For SFE, SSBFE and BFE all samples shall be supplied by the supplier or manufacturer and/or the customer to the OEM in order to validate the inspection.

### 4.2 Zonal type definition for installed parts

#### 4.2.1 Zone A

Zone A is specified as all primary viewed surfaces by a potential passenger or crew either walking through the aircraft or in any normal seating position or passenger/crew used furniture, e.g. table top/back/s. Zone A is specified as any surface which is directly seen, through either expected operation or expected viewing movement, see Figure 1.



NOTE The viewing cone would move according to the head movements up/down and left/right.

**Figure 1 — Passenger's viewing cone when seating in any position or walking through the cabin**

#### 4.2.2 Zone B

Zone B is specified as secondary perceived surfaces – surfaces requiring extreme movement of the viewing angle to be perceived, i.e. the viewer shall abnormally bend to be able to see it. Areas which can be perceived by passengers or crew through normal operation e.g. stowages inside and stowage doors inside. Standard stowage interiors are appraised from the stowage door threshold, not by climbing or poking the head inside.

Purposely designed “walk in” monuments shall be entered and appraised in the standard method from within i.e. interior walls are Zone A, etc.

#### **4.2.3 Zone C**

Zone C is specified as surfaces that require – first “opening up”, e.g. folding, moving or removal of primary or secondarily viewed areas, in order to view the area in question e.g. inside a lavatory mirror cabinet. Zone C can only be viewed using equipment. Areas which can be perceived by support staff and not passengers are specified as Zone C. Areas not visible after installation and that have no defined aesthetical surface treatment are still within the parameters of Zone C; however still maintaining other requirements e.g. closed edges, fit, form and function. Sizes/dimensions of areas/surfaces eligible shall be demonstrated in the technical documentation and require the OEM acceptance.

### **4.3 Classification of surfaces to be inspected**

The surfaces that shall be inspected are classified into three zones (A, B, C).

Customers and suppliers or manufacturers shall document areas of exceptions at the initial technical coordination meeting and in exceptional cases it shall be documented at the critical design review (CDR). All other surfaces are specified according to the zonal prerequisites unless otherwise agreed.

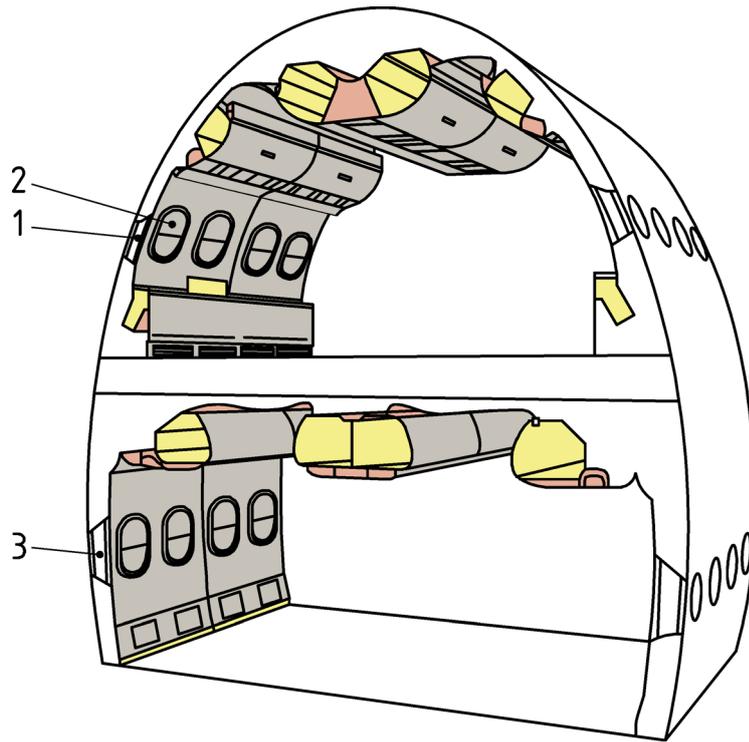
For BFE additionally (or similar status): The customer shall clearly document and inform the OEM and supplier or manufacturer of his expectations regarding classification of surfaces.

Figure 2 shows typical areas for the zones, which are applied cross programme i.e. irrelevant of passenger aircraft model.

Cockpit areas (incl. freighters) are considered outside of this document and shall be specified on demand between OEM, supplier or manufacturer and customer. The exception to this, is furniture, e.g. lavatories or crew rest that share common walls with the cabin.

Freighters, currier or crew perceived or frequented areas i.e. cabin linings/furniture are Zone A, cargo areas are considered outside this classification and shall be defined on demand between OEM, supplier or manufacturer and customer.

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**Key**

- 1 Outboard side of a window shade is Zone C. Inboard is Zone A  
 2 Side wall stowage lid shown open to view lid inside  
 3 Window funnel interior is Zone A

	Zone A
	Zone B
	Zone C

NOTE 1 Endcaps on over head stowage compartment is not shown.

NOTE 2 LHS lining is a mirror of the RHS.

NOTE 3 Linings- outboard surfaces are generally Zone C.

NOTE 4 Linings- inboard surfaces are generally Zone A.

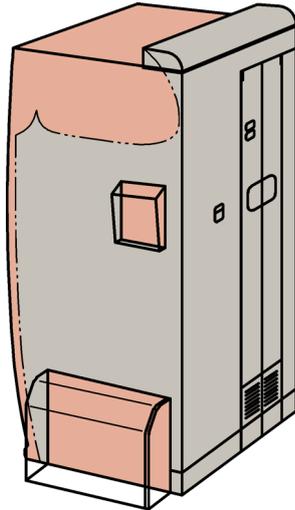
**Figure 2 — Cabin lining**

The Figures 3 to 14 show typical areas for the zones which are applied cross program, i.e. irrelevant of passenger aircraft model or monument type.

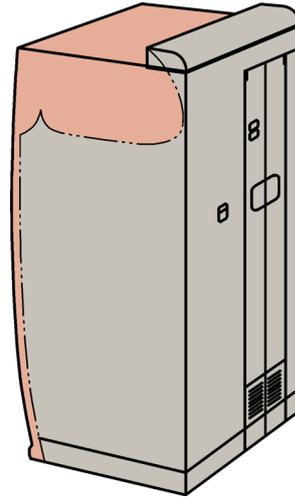
Interior parts of monuments which the cabin crew or passenger potentially frequent, perceive or view, e.g. lavatories, crew rest, special monuments, are equally governed by the same zone classifications as for the outside of SFE (or similar status) monuments.

Areas covered by other components or monuments are considered as Zone C unless, see 4.5.

Supplied used BFE units, e.g. trolleys or standard units, shall not be part of an inspection concerning aesthetical deviations, only new and SFE are eligible. Zonal areas are dedicated to the parts in questions according to the expected operational status, i.e. with full compliment of inserts, trolleys, standard units, etc.



a) Typical monument with magazine rack and doghouse



b) Typical monument without additional furnishings

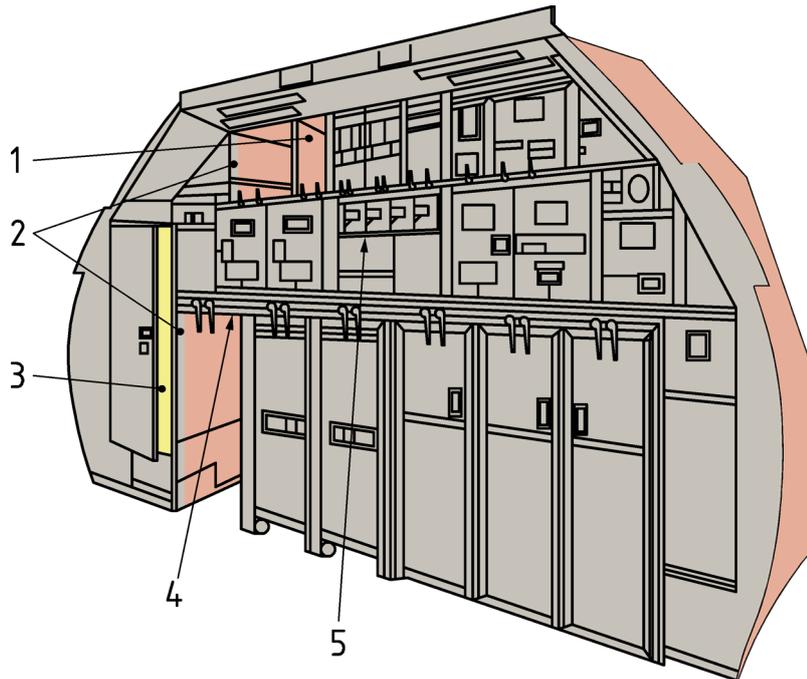
**Key**

	Zone A
	Zone C

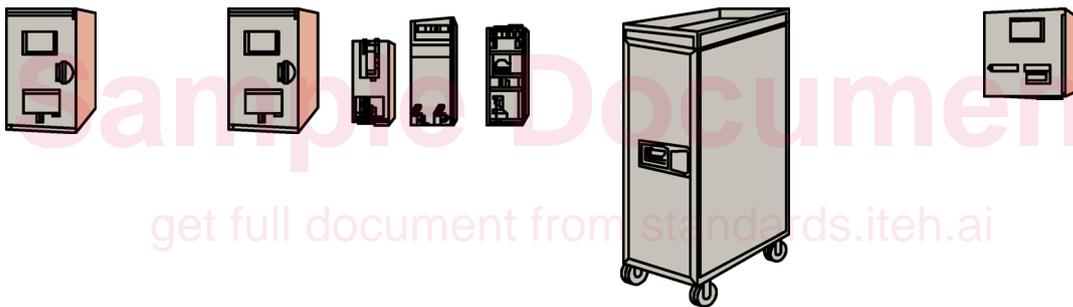
**Figure 3 — Cabin monument**

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a) Galley overview



**b) Fixed parts e.g. ovens, coffee makers, boilers; no side visible: Zone C**

**c) Fixed parts e.g. ovens, coffee makers, boilers; sides visible: Surrounding gap makes sides visible then first 10 cm (4 in) of sides are Zone A thereafter Zone C**

**d) SFE trolley: outside Zone A, door inside, interior: Zone B, interior shelves, etc.: Zone B, underneath: Zone C, tyres factory new**

**e) Removable parts e.g. SU: First 10 cm (4 in) of sides are Zone A, thereafter Zone C**

#### Key

- 1 Walls for fixed parts e.g. ovens, boilers: Zone C unless gap makes sides visible then first 10 cm (4 in): Zone A
- 2 Walls for removable parts e.g. SU first 10 cm (4 in) is Zone A thereafter Zone C
- 3 Stowage inside: Zone B incl. door inside trolley doors inside
- 4 Underneath is Zone C
- 5 Underneath is Zone B, because it cannot be directly viewed; if higher this will become a Zone A

	Zone A
	Zone B
	Zone C

**Figure 4 — Galley**

Figure 5 shows a typical economy seat. Zones can change with position. Figure 5 shows an example in order to demonstrate the applied theory.



#### Key

- 1 Rear sides: if free standing or has any kind of seating behind: Zone A. If last row and screened off by a wall: Zone B
- 2 Underneath head cloths (if present): due to the fact, they are not permanent and can be removed: Zone A
- 3 Aisle sides: if aisle side: Zone A. If window side: Zone B (or next to a structure which screens off viewing the side in question)
- 4 Underneath armrest: if movable: Zone A, if fixed: Zone B
- 5 Tables and mechanisms (incl. hidden in armrest): top and bottom i.e. all sides (incl. IFE if present): Zone A
- 6 Underneath seat: if "with footrest" movable or fixed: Zone B. Top of footrest and mechanism when deployed: Zone A. Non visible sides when deployed: Zone B

Zone A

NOTE 1 Passenger/crew used furniture directly viewed in open operating position:

compartments inside: Zone B;

(assuming surfaces mainly hidden by supplied amenities), areas of compartments which can be directly viewed when open and seated: Zone A.

NOTE 2 Lids/flaps inside/outside: Zone A.

**Figure 5 — Economy passenger seat**